THRUST

VOLUME 4 JAN-FEB 1962 NUMBER 1

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THRUST

VOL. 4 JAN-FEB 1962 PAGE 2

THE OFFICIAL EMPLOYEE PUBLICATION OF THE EASTERN REGION, FEDERAL AVIATION AGENCY. HEADQUARTERS: FEDERAL BUILDING, NEW YORK INTERNATIONAL AIRPORT.

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EDITORIAL

On January 16-17, 1962, the Federal Aviation Agency held a public hearing on the disposition of Mitchel A.F.B. The hearing was conducted at Mitchel by Oscar Bakke, Assistant Administrator, Eastern Region. FAA's recommendations concerning Mitchel's disposition are now before the General Services Administration, and a decision will be forthcoming shortly.

Because organized proponents and opponents and individual citizens were determined to present their views on the stormy subject, night sessions were held following each full day session. More than 166 witnesses representing local industry, chambers of commerce, educational institutions, parent-teacher's associations, etc., were heard. The hearings were carried "live" over three radio stations and part-time over two stations. Hearing highlights were broadcast throughout the hearings on local and nation-wide TV. Compiled testimony filled two volumes of more than 738 pages.

In array for the first day's battle were educational and political leaders, and representatives from civic groups, chambers of commerce and industry. Several Congressmen sent statements to be read into the record, and several national aviation and political leaders presented their views.

Both pros and cons gave strong arguments for or against the retention of Mitchel as a general aviation airport. Proponents stressed the economic stability and growth of Nassau County, aviation's excellent safety record, and civil and national defense requirements. Opponents emphasized Nassau County's need for educational and recreational facilities.

The big issue in the second day's session seemed to be whether or not aviation and education could co-exist at Mitchel.

Mr. Bakke, Presiding Officer, received a round of applause heard throughout the aviation community for his expeditious and impartial judgments at the hearing. The Public Affairs Office is still back-logged with commendatory letters acclaiming Mr. Bakke and FAA's position. As Thrust "goes to bed," a final decision on the future of Mitchel Field is being made in Washington.

FAA Advisors at Mitchel Hearing: Left to Right, J.W. Mott, Jr., R.M. Brown, M. White, O. Bakke, Air Force messenger, W. Hendershot, J.J. Regan and C.A. McKay

AFTER 40 YEARS OF SERVICE

Joseph W. Blanchette, the elder statesman of our Audit Services Branch, is retiring after forty loyal and extremely interesting years of employment by the Federal Government. Joe began his career as an able-bodied sailor with the U. S. Navy at the outset of World War 1. After his basic training, in which he learned that it is most difficult to hit a moving target, he started to travel and he hasn't stopped since.

Joe spent better than twelve years in Europe. In 1917 he aided victims injured during the fighting at Chateau Thierry and the shelling of Paris, France, by the famous "Big Bertha." As a catcher on the London Americans baseball team of the European Baseball League, he not only played before King George V, but almost hit Queen Mary with a foul ball. He got to travel around the continent so frequently in his work that he had several valises strategically located in various cities to cut down on his luggage exertions. (Ingenious, these auditors!) In addition to London and Paris, Joe was stationed at Barcelona, Spain, and traveled continually to Italy, North Africa, the Balkan countries, Russia, and the Scandinavian countries on investigational audits. During his European sojourn, Mr. Blanchette not only wound up as District Auditor, United States Shipping Board, Merchant Fleet Corporation, but he also met his wife in England. In his travels, Joe has used just about every conveyance imaginable, including a reindeer sleigh in Lapland.

Joe estimates that he has completed some 5,000 field audits and has spent approximately 60% of his lifetime in travel status.

He states that it would be necessary to use an electronic data processing computer to even estimate the total number of miles he has covered.

During his retirement, Joe plans to visit England with his wife and to revisit many of the scenes of his youth. Picture at left shows the then young Joe in Seville.

JOHN C. SLOVER NAMED TO TRAINING STAFF

John Slover, recently appointed Training Officer, began his duties at the Regional Office last October. He has been conducting the Management Course for Supervisors and working on other management training projects since joining the Training Branch staff.

He and Mrs. Slover and their 11-year old daughter, Patricia, now live in Great Neck, Long Island.

MARK HAMMOND NAMED ASSISTANT CHIEF, AIR TRAFFIC DIVISION

Mark Hammond, former Chief, Operations Branch, was appointed Assistant Chief, Air Traffic Division.

Mark's rich background of air traffic control experience includes first-hand knowledge of the operational methods and techniques plus the ability to effectively manage and supervise personnel in complex work situations.

Over 30 years ago launched his aviation career with Pacific Air Transport (UAL) on the West coast and also five years with TWA at Newark, N. J. He entered the Federal Aviation field at the Cleveland Center in 1937.

Subsequently, he was a controller in the Chicago Center, became Chief of the Atlanta Center and then moved into the "old" Second Regional Office, Atlanta. Mark transferred to the Washington Office in 1943 and after a short time transferred to the Regional Office in Chicago. Later moves were to New York, Honolulu and back to New York, in 1960.

He, his wife Helen and sixteen year old daughter live in Massapequa, Long Island. A son Ronald, 23, attends college in the State of Washington.

When weather permits, Mark delights in skimming the waves with "Diane" - his boat. He plays the tenor saxaphone, and clarinet.

HITCH-HIKER IN STYLE

January 3, 1962 will be a memorable day for Pvt. Mike Imperial. This day began as an ordinary one with the exception of the presence of the President's airplane which was here on a familiarization run for President Kennedy's visit to Columbus. Imperial, next door neighbor to Station Chief, Roger Graves, was home on Christmas leave, and planned to hitch-hike back to camp. Upon reaching the FSS station for the duty day, Chief Graves related the story to the journeymen on watch, who in turn started the ball rolling for Imperial who had no knowledge of the effort by the FSS. First nearby Lockbourne Air Force Base was checked for outbound flights departing in Imperial's direction, but this was met with no success. Then a suggestion was made that we contact Colonel Swindal, the President's pilot, and request a ride for the private. Colonel Swindal was contacted and the request was approved. Imperial's mother was contacted and informed of the ride for her son, but he had already departed his home and started hitch-hiking. Fortunately, Imperial called home prior to departing the city limits and his mother told him of his upcoming plane ride. He immediately took a taxi to the airport arriving just as the engines were started and the steps removed. Colonel Swindal was notified that the passenger had arrived and would he take him aboard. The plane's crew opened the hatch and pulled Imperial aboard. Imperial little realized that he had hitched a ride on the President's airplane until he noticed the Presidential seal. Imperial related that he was permitted to sit in the President's chair. Thanks were received from Imperial's parents for aiding their son. Needless to say, Imperial, had quite a tale to relate to the boys back at camp.

FE (Mail) HONESTY

Ben Kaplan, Supervisor, Mail Room, was quite concerned recently when he couldn't locate a beautiful ring given to him, commemorating his 50th birthday. Seems the ring accidentally slipped into an envelope that Ben was sending to FAA ACDO at Utica. The surprised recipient of the envelope -- Miss Teresa Lapaglia, a Secretary in the ACDO, soon found the ring's owner and returned it to him post haste. Ben now wonders how he might fit a box of chocolates into an envelope bound for Miss Lapaglia with a vote of thanks.

.....GONE FISHIN'.....

LESTER N. FETTERMAN. . . . . .

Lester N. Fetterman, Chief, Harrisburg Tower retired on February 10, 1962. Les has been on annual leave since January 15 and just dropped in to prove that the trout and bass in our Pennsylvania streams had better start migrating to safer waters. All of his flies and fishing tackle have been reconditioned and readied for his "full time" spring onslaught on our local finny denizens of the deep. We unsuspectingly snapped Les while he was showing us that he is ready as soon as the ice moves out.

It is hard to tell if his expression in the above photo is one of quiet contemplation of many happy days behind the rod or one of nostalgia for the many rewards of the past 31 years of service with FAA and its predecessor agencies, going back to the Lighthouse Service. We rather suspect that it is a combination of both since he can no doubt reflect on the past with a considerable feeling of accomplishment. Having started out as an Assistant Airways Keeper (CU-3 ..., whatever that is??) at Park Place, Pa., on February 11, 1931, Les has constantly striven to keep abreast of the rapid advancements in our organization, and to progress with them. After serving 15 years as a Station Chief at Warren, Ohio; McConnellsburg, Pa.; Martinsburg, W. Va.; and Harrisburg, Pa., he went on to the field of Air Traffic Control ending his splendid career by serving as Chief of the Harrisburg Tower for the past 5 years - Level III, radar equipped, no less.

We know that many of Les' friends across the Region join us in wishing him a long and fruitful retirement and a freezer constantly filled with succulent trout and bass of his own catching.

LONDON, KENTUCKY FLIGHT SERVICE STATION

London Flight Service Station recently welcomed Ray Sheldon aboard. Ray has served more than 17 years in U. S. Navy towers, better than 3 years at a Navy/RATCC, and a little over a year at the Indianapolis ARTCC, plus attending various Navy schools in Air Traffic Control and GCA and the FAA ARTCC school at OEX.

With all this background of air traffic control, it might be hard to keep Mr. Sheldon in the FSS option. After completing his training for FSS, he'll have a well rounded background for the Agency.

YOUNGSTOWN, OHIO

Recently while installing and tuning a VOR Type TV-19 transmitter at Youngstown, Ohio, Installation Technician Warren Benson accidentally came in contact with high voltage equipment and was rendered unconscious.

Fast thinking on the part of Maintenance Technicians Ralph Giangiordano and Donald A. Rossi of SMS 85, Youngstown, Ohio probably saved a life.

Messrs. Giangiordano and Rossi have been recommended for a Special Service Award.

JOE REGAN (R), CHIEF OF AIR TRAFFIC DIVISION, AND STAN ANDRELCHEK, NYARTCC TRAINING OFFICER, DISPLAY AN AWARD PLAQUE ACCEPTED BY ANDRELCHEK FOR THE FAA. THE PLAQUE WAS AWARDED FOR FAA COOPERATION IN AEROSPACE EDUCATION (WITH STAN PLAYING A MAJOR PART). IT WAS PRESENTED TO STAN DURING AEC CEREMONIES CONDUCTED AT IDLEWILD TOWER.

WATERTOWN FSS

On December 31, 1961, the Watertown, New York area was deluged by a 30 inch snowfall accompanied by 30 knots of wind which rendered impassable all roads leading to the Watertown Airport.

Mr. Timmerman, a Flight Service Specialist at the Watertown FSS enroute to the airport for duty on the midnight shift became snow-bound on Highway 81 about three miles from the airport.

Mr. Helbock, the specialist on the evening shift surmising that Mr. Timmerman was in possible trouble notified the New York State Police who initiated a search which resulted in the finding of Mr. Timmerman and a group of stalled motorists.

O DAY FOR FAA AT MAC ARTHUR

The FAA recently assumed the duties of controlling the tower at MacArthur Field, Islip, New York. On hand for the occasion were Mark Hammond, Assistant Chief, Air Traffic Division, (right) Bill Wolf, Chief Controller, (center) and Albert Werner, (left) Assistant Airport Manager.

FLIGHT STANDARDS DIVISION

The Flight Standards Division is responsible for certifying the safety of the air transportation system within the Region, including the airworthiness of aircraft and parts, flight competency of airmen, accuracy of navigational aids, and the certification of flight schools, ground schools, mechanic schools, repair stations and air carriers.

Flight Standards' General Operations and General Maintenance Inspectors certificate the flight schools, latter ground schools, mechanic schools, and repair stations and monitor their operations. These inspectors also conduct examinations and test all applicants for airmen certificates except those employed by air carriers. They also investigate all accidents other than those involving air carriers, and are responsible for the surveillance of all general aviation activity within the Region.

The Division's Air Carrier Maintenance, Operations and Electronics Inspectors, certificate scheduled and non-scheduled airlines. They ride in the cockpits of airline planes on a spot-check basis, to observe routine flight operations. They also review and approve the maintenance and operations procedures and activities of scheduled and non-scheduled air carriers. They conduct examinations and tests for airmen certificates and ratings of airline personnel, as well as periodically check the competence of the flight crews.

Engineers and Inspectors of the Engineering & Manufacturing Branch work together in programs involving the design evaluation, flight testing, and approval of aircraft, engines, propellers, parts and appliances developed by individuals and companies within the Region and submitted to FAA for type certification. Their activity also includes monitoring the production aspects (i.e., quality control procedures) of companies, as well as the determination of airworthiness of newly manufactured or modified aircraft, engines, propellers, and appliances and the correction of service difficulties which may develop while they are in service.

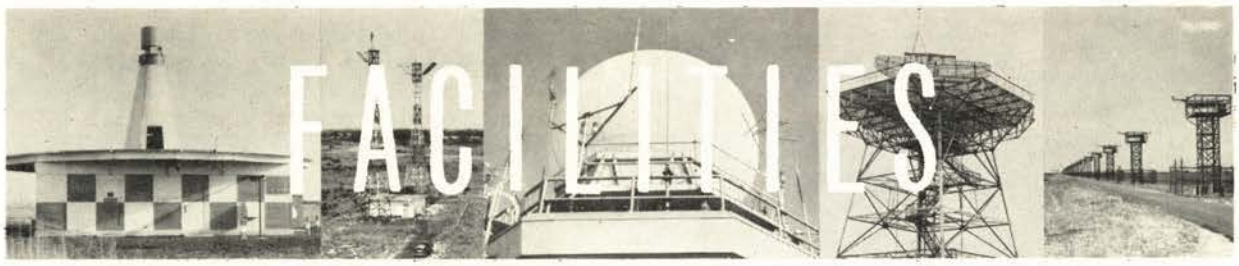
Personnel of the Aircraft Management Branch flight check the navigational aids (radio ranges, instrument landing systems, etc.) to assure constant operating reliability, and to establish the approach procedures used by all users of air space. An important tool in the Flight Standards program is FAA's fleet of planes. Among these are the aircraft that check navigation aids along the Federal airways to insure accuracy and adequacy of these services to airmen. FAA's check planes are airborne electronic laboratories equipped with devices for fast, frequent, and economical checking of radio ranges, instrument landing systems, communication systems and other aids to flight.

This Regional and system-wide surveillance by Flight Standards personnel involves the enforcement of Civil Air Regulations and recommendations for the revision and/or promulgation of the Regulations.

Personnel of Flight Standards are highly trained specialists in their respective fields of operations, maintenance, electronics and engineering, with broad and extensive backgrounds in civil or military aviation.

EASTERN REGION'S FLIGHT STANDARDS CHIEF NAMED TO HEAD FAA'S AIR CARRIER OPERATIONS BRANCH

Curtis A. McKay, Chief of Eastern Region's Flight Standards Division has been assigned to Washington as Chief of Air Carrier Operations Branch. A 14-year veteran with FAA, Curt's straightforward, hard-hitting way of conducting business will be missed by many of his friends at Eastern Region. Good luck in your new assignment, Curt. Acting Chief of Flight Standards is J. W. Shipp.



Left to Right: R.M. Brown, L.J. Cardinali, Mrs. Jones, Bill Jones, Paul Jones, E.L. Gayle, and R.P. Battle

WILLIAM H. JONES RETIRES

William H. Jones of the Systems Maintenance Branch retired on December 30, 1961, after 32 years of service with the FAA and its predecessor organizations. Bill entered on duty April 11, 1929, as a Radio Operator in Albany, N. Y., and was one of the original Maintenance Technicians. Since 1929 he ascended progressively from the position of Radio Operator to Chief Engineer of the NAVAID Section of the Systems Maintenance Branch.

A gala retirement dinner party was held on December 19 at the Horizon Room in the United Airlines Terminal at Idlewild, which was attended by Bill's family and many friends. His friends presented him with an engraved gold Longines watch, a transistor AM/FM portable radio, and some test equipment so that he can continue to "tinker" with his "ham" equipment.

At the present time, Mr. NAVAID, as most of us knew him, is enjoying his retirement farming and "hamming" on his few-acre farm on Long Island.

MATERIEL NOTES.....

Mike Haile, Chief of the Supply Division, Southern Region, was a recent visitor to New York. His visit provided the Materiel Branch with a clearer insight into the workings and organizational structure of the new Region in Atlanta.

Al Behrman's transfer/promotion was the Staff's gain and Property Operations Section's loss. Al joined the Field Evaluation Unit and is already on the road visiting field locations. Field facilities personnel will have the opportunity to meet Al as soon as he is "orientated." By the way, we are all happy that Al recuperated so nicely from his recent accident.

Evelyn Wine, secretary to the Chief, Materiel Branch, joined the club of mortgagees when she and her hubby became Massapequa's newest citizens and home owners.

Is the bachelor in the Program and Procedures Evaluation Staff breaking down his resistance, and what is the big attraction in fascinating New Orleans? A post card received from Murray Gottlieb reads, "Its been great! Saw the New Year in at a house party in the French Quarter. The people couldn't have been nicer nor the food better. Even the weather appeared to have been ordered."

Matty Unterberg, Chief, Procurement Section, came back from his Florida vacation with an enviable tan.

If Linda Brew (Property Operations Section) doesn't stop falling and wearing casts, we'll all be nervous wrecks. The latest home accident necessitated Linda's promenading with a cast on her leg for several weeks. The unveiling took place last week and now our gal is as good as new again. We hope Linda's hobbies do not include skiing. (Lucy Carrese, EA-476.1)

Dr. William R. Albers, presents the Aviation Medical Division's Designated Aviation Medical Examiner Program.

SENIOR REGIONAL FLIGHT SURGEON

Examinations - The Agency administers its Medical Certification Program through its Designated Aviation Medical Examiners. In FAA's Eastern Region, there are approximately 100,000 active airmen. The Air Transport Pilots need a First Class medical examination every six months. Commercial Pilots require a Second Class medical examination every year, and private pilots require a Third Class medical examination every two years. Also, all Air Traffic Control Tower Operators require a Second Class medical examination when they are hired. In Eastern Region there are approximately 1200 physicians designated to administer this hugh program of medical examination and certification.

Administration of Program - Administration and supervision of this large medical examiner program is done by the Regional Flight Surgeon and his staff. This includes selection and designation of examiners, professional review of their work, and their decisions to grant or deny medical certificates to airmen.

Responsibilities - The Aviation Medical Division is charged with the responsibility of finding physicians with Flight Surgeon backgrounds who are interested in aviation. The Eastern Region must be adequately covered, by medical examiners. This means that not only must there be a sufficient number of examiners, but that these examiners be strategically located to airports throughout the Region.

We have found that about 60 per cent of our examiners are pilots themselves. Some have as much as 6000 hours of flight time.

Private Physicians - Prior to June 1960 private pilots could obtain their medical examinations and certificates from any licensed physician. This program proved to be very unsatisfactory since the Agency had no actual control or authority over these physicians. For example, there were too many instances in which a physician, who was not knowledgeable about the peculiarities of aviation physiology, issued a medical certificate to a pilot with a disease-state which allowed him to function normally at ground level conditions but which disease-state could easily be incapacitating when coupled with the physiologic stresses encountered in flying. As of June 1960 all Aviation Medical Examiners must be designated by the FAA.

Aviation Seminars - The Aviation Medical Service has taken several major steps to increase the quality of its medical examinations. Not the least of these is its program of Seminars in Aviation Medicine. In the past year, six such Seminars have been put on in the Eastern Region at Georgetown University School of Medicine, Harvard University School of Public Health, Columbia University College of Physicians and Surgeons, Ohio State University School of Aviation Medicine, and University of Pennsylvania School of Medicine. These are graduate-level, fast moving, condensed, three day courses in which the high points of aviation physiology, cardiology, pulmonary function, diabetes, neurology, otorhinolaryngology, ophthalmology, aircraft accident investigation, and other subjects are reviewed. These subjects are presented by professors and medical teachers who are world-renowned in their fields. The Seminars are under the direct supervision of the Regional Flight Surgeon with support from the Washington Aviation Medical Service and the Federal Aviation Agency Training Division. These Seminars have been quite a success in our efforts to build a top-flight aviation medical organization which will provide real service to the airmen and increase aviation safety.

Effects of Program - Although we are improving the quality and value of the medical examinations, it is important to note that this does not mean that we are becoming more stringent with the airman. On the contrary, the evolving philosophy of the Aviation Medical Service is one in which we strive to keep pilots medically certified and flying as long as possible. Better clinical examinations and reports have often enabled us to render decisions for medical certificates or waivers in favor of the airman much more

(Cont'd on Page 15)

PERSONNEL & TRAINING LONGEVITY CHAMPS

Recipients of Length of Service Pins Presented by Richard A. Farrell, Chief, Personnel and Training Division. Left to Right, Edward J. Jones (20 years); James Dollard (20 years); Angelina Maffucci (15 years); Hyman J. Kaplan (25 years); Sydney B. Sulzberger (20 years).

275 YEARS OF CUMULATIVE SERVICE

Recipients of 25 Year Service Pins Presented by Richard A. Farrell, Chief, Personnel and Training Division. Second Row - Left to Right, Neil P. McGroarty; Lloyd W. Boggs, Jr.; Hyman Kaplan; Charles J. Wychakinas; Francis Carboine; Sam H. Englander; First Row - Left to Right, Reinaldo Vazquez; Rose M. McMahon; Americo Chiarito; Alice H. Diel; William F. Garner.

EASTERN REGION'S

Award time rolled around again recently at FAA, demonstrating that Aviation and FAA were not so 'new' after all. We know you'll recognize most of the 'old timers' in the accompanying photos, all of whom were awarded

15 YEAR PIN

Left to Right (first row) - P. Goldberg, L. Rodriguez, A. Regan, A. R. Aliffi, R. Wixon, D. Thomas (second row) - E. Lerner, M. Cahill, A. Leggio, A. Biancardi (top row) - B. Ponzi, T. Travaglini, L. Lord, I. Kreindel. Mr. Aliffi awarded the pins.

20 YEAR PIN

Left to Right - C. A. McKay, Chief, Flight Standards Division; M. J. White, Chief, Legal Division; Anne M. Quagline, Office of the Assistant Administrator and W. Hendershot, Deputy Assistant Administrator. Mr. Hendershot awarded the pins.

SENIOR CITIZENS

pins in ceremonies commemorating their long and meritorious service in the Federal Government.....(WOW).....

35 YEAR PIN

Left to Right (first row) - R. P. Battle, Assistant Chief, Aviation Facilities Division; W. Hendershot, Deputy Assistant Administrator; Junior Hehnen, SMS #18, Cleveland, Ohio; (second row) - Raymond E. Sink, Roanoke Tower; Alfred G. Loscomb, Richmond Va. Stn.; John C. Hudson, Jamaica Stn.; John W. Schneider, SMS #47, Nantucket, Mass. Mr. Hendershot awarded the pins.

15, 20 AND 30 YEAR PIN

Left to Right (first row) - I. Foley (20 yrs.), L. Fairweather (15 yrs.), S. M. Ross (30 yrs), C. A. Mckay, M. McClean (20 yrs.) (second row) - W. Garrison (15 yrs.), E. Assip (15 yrs.), E. E. Booth (20 yrs.), W. R. Stanton (20 yrs.), F. L. Lombardo (20 yrs.), E. E. Blanchard, S. Whitehead (20 yrs.). Messrs. McKay and Blanchard awarded the pins.

FIFTEEN COMPLETE INSTRUCTOR TRAINING

Fourteen members of the Regional family and one international student from Cairo, Egypt have just completed an 80 hour Instructor Training Course. The program was conducted by the Training Branch of the Personnel and Training Division. This was the second in a series of four Instructor Courses being presented this fiscal year at the Regional Office.

The course highlighted such areas as the psychology of learning, methods of off-the-job and on-the-job training, preparation of training plans, and the development and use of training aids. The techniques of evaluating the results of training were particularly emphasized.

Each participant conducted four practice sessions, served as a conference leader at critiques, and developed and used his own plans, training aids, and tests.

Hyman Kaplan, Leo Berek, and John Slover of the Training Branch instructed the Course.

Top Row - Left to Right, Michael C. Mitsakos, Idlewild Tower (ATCS); Maurice Grosso, New York Center (ATCS); Eugene Mattheus, New York Center (ATCS); Arthur D. Riley, New York Center (ATCS); Franklin D. Carpenter, Columbus, Ohio Tower (SATCS); Thomas E. Breznay, Washington Tower (ATCS); Middle Row - Left to Right, Robert E. Fitzpatrick, Griffiss Rapcon/Tower (SATCS); Stanley Levine, Cleveland Center (ATCS); Edward Rocher, Pittsburgh Center (ATCS); George VanConas, New York Center (ATCS); Thomas J. MeLoy, Greater Pittsburgh Tower (ATCS); William G. Blythe, Louisville Towers (SATCS); Front Row - Left to Right, Hy Kaplan, Chief, Training Branch; Manny Nathanson, Budget Analyst, EA-40; Pierre A. Labarge, Burlington, Vermont Tower (ATCS); Yousef Elsayed, Cairo (ARTCC) Egypt; John Slover, Training Branch; Leo Berek, Training Branch.

GRADUATES OF MANAGEMENT FOR SUPERVISORS' COURSE

Left to right (1st row) E. Bankston, FFCDO, Richmond, Va.; F. Cassel, Airframe & Equipment Section; B. Campagna, Chief, Bridgeport Tower; W. Wincebrenner, Chief, Utica FSS; A. Camilli Chief, Syracuse CS/T; J. Gyimoty, Chief, Presentation Unit; (second row) W. Crosby, Flight Standards Div.; T. Hartnett, Aviation Facilities Div.; S. W. Bobskill, Office of Assistant Administrator; J. Dollard, Personnel & Training Div.; W. Cramer, Air Traffic Div.; A. R. Aliffi, Management Services Div.; J. Slover, Training Branch (Instructor); (third row) R. M. Spangler, Flight Test Section; L. Riley SMS #48, Newark, N.J.; L. Killen, Chief Philipsburg FSS; W. Oleksak, Engineering & Manufacturing Branch; E. Bassi, Dow AFB, Bangor, Me.; S. Gottfried, Chief, Motor Fleet Management Unit; N. Clark, Chief, Old Town FSS; (fourth row) - D. McKee, SMS #35, Flushing, N.Y.; H. Peterson, Radar Unit; H. Boltz, Chief Griffiss RAPCON; D. Kaplan, Chief, Teterboro Tower; (fifth row) - C. Ingram, Chief, Bowling Green FSS; T. Corr, Placement Branch; J. Frazier, Supervising Inspector, FSDO, LaGuardia; C. W. McKay, Chief, Cincinnati (G) Tower; M. Cunningham, Chief, Poughkeepsie FSS; R. Kleinert, Maintenance Agencies Section; J. Ryan, Chief, Equipment & Supply Unit. Messrs. Bobskill, Crosby, Hartnett, Dollard, Cramer, Aliffi & Slover officiated at graduation ceremonies.

Left to Right (1st row) J. Slover; A. R. Aliffi, S. W. Bobskill, E. E. Blanchard, Chief, Aircraft Management Branch; S. Doroff, Air Traffic Div.; R. M. Brown, Aviation Facilities Div.; (2nd row) C. F. Turner, Chief, Paducah FSS; S. S. Loomis, Chief, Youngstown FSS; C. Vermillion, Chief, Columbus Tower; M. Sicker, Supervisory Electronic Engineer; W. C. Butler, Chief, Charleston Tower; M. Cahill, Chief, Publications & Graphics Section; S. Kalichman, Mechanical Engineer; E. Haley, Chief, Houlton FSS; (3rd row) S. Perro, NYFSS; W. S. Carr, Jr., Chief, Hyannis Tower; M. C. Wakefield, Chief, Bradford FSS; E. Sigal, FFCDO, Bedford, Mass.; H. Hudson, Chief, Erie Tower; L. A. McGuire, Chief, Dayton FSS; T. T. Newman, SMS #101, Benton, Pa.; R. T. Underwood, Chief, Huntington FSS. Messrs. Slover, Aliffi, Bobskill, Blanchard, Doroff & Brown officiated at graduation cermonies.

WINTERIZING THE CAR

Many motorists prepare for winter by simply adding anti-freeze and rolling up the car windows. However, further important steps are necessary to insure maximum cold weather driving comfort and safety. First, your car should be checked for safe and reliable mechanical performance. Second, your winter driving skill and know-how should be reviewed to make sure of your driving techniques.

(1) Mechanical Performance. One of the best approaches to winter driving is through the doors of a garage or repair shop. Have the car checked, including distributor breaker points, distributor condenser, spark plugs, automatic choke, battery condition, generator charging rate and regulator.

(2) Brakes. Brakes should be adjusted and cleaned free of greasy deposits. Hydraulic brake cylinders should be checked for leaks and loss of fluid.

(3) Lights. Winter driving means more hours of darkness. Have electrical wiring and other parts checked to make sure that they are in good condition. Keep headlights clean and bright and be sure your stop light works.

(4) Windshield Wipers. Blades should be checked to make sure of adequate arm pressure so that they will not slide over loose snow, sleet, or icing.

(5) Tires. Change to snow tires unless you live in an area where snow is light. Chains are advisable for heavy snow and icing.

(6) Radiator. Cooling system should be thoroughly cleaned before anti-freeze is added. Test the heater and defroster to determine proper functioning. Know how to use them to prevent interior fogging.

(7) Mufflers. Have mufflers examined carefully because closed car windows increase possibility of carbon monoxide poisoning.

(8) Safety Belts. Safety belts are recommended as a proved life-saving measure for year-round use. They can prove especially valuable in the event of a crash resulting from a skid.

(9) Accessories. It pays to carry a generous bag of sand in the trunk compartment along with a small bag of rock salt, clean rags, and flares.

WINTERIZING THE DRIVER

Because we are creatures of habit, we do not adapt ourselves readily to change. This applies to our driving as much as to any other activity. One day we are driving home from work in daylight on clear, weather-free roads, and a few days later we encounter heavier traffic in deceptive light on pavement that may be slippery from cold rain or snow. Therefore, we must adjust ourselves to conditions.

(1) Acceleration - Deceleration. Easy does it when starting up on a slippery surface. On gear shift cars, the best traction is usually provided in intermediate or high gear. Cars with automatic transmissions should be started with gentle, steady acceleration. Do not repeatedly spin wheels if you fail to get starting traction. Try a little sand or salt and remember that brakes respond best to gentle pressure.

(2) Steering. Steering out of a skid on a slippery road requires very cool handling of the wheel. Turn the wheel steadily in the direction of the skid until the car again begins to travel in a straight line. Avoid sudden instinct to steer in opposite direction of the rear-wheel skid. Front wheel skids may be caused by slight brake locking. Release brakes by light pumping until wheels roll free.

(3) Driving Speed. Winter-wise motorists always adjust their driving speeds to suit the moods of the weather. Generally, winter driving speed should be slower at any time than those of summer because road conditions can change without warning. Plan more time for reaching your destination so that high speeds are not necessary.

(4) Medications. It is generally known that medications for colds and other winter discomforts may produce extreme drowsiness under certain conditions. Drivers taking such medication should arrange to do so at a time when it is not likely to affect their physical and mental reactions.

It is hoped that our readers will be particularly cautious and observe some of the above suggestions in an effort to keep themselves healthy and to eliminate accidents. This is essential, as the Eastern Region has the unfavorable distinction of having the highest accident rate in the Federal Aviation Agency.

SPORTS OF SORTS

In the Christmas issue of "Thrust," Sports of Sorts featured a photo of N.Y. Center controller, Raymond Silwikowski, receiving a trophy, and a brief resume of his bowling prowess. Not to be outdone, the Columbus, Ohio, FSS has forwarded a devastating bowling dossier of Dennis Reed, bowling-able, a FAA electronic maintenance technician.

Dennis, who is participating in a headpin tournament sponsored by the Columbus, Ohio Citizen-Journal, bowled a 338 series with games of 116, 109, and 113. Dennis had a string of six straight strikes in the first game and started the third game with seven in succession. For those not familiar with the scoring in a headpin tournament perhaps it would be best to relate the rules: The bowler has 12 frames to compile his score, he is allowed but one ball per frame; and in the event he fails to hit the headpin, he scores naught in that specific frame.

Dennis does more than all right in the conventional type of game, as his 193 average in two Port Columbus bowling leagues attest. His high game this year is a scintillatin' 275, and he boasts a 715 series.

In deference to fellow FAA'ers Reed, Silwikowski agreed to pose for a picture with an aluminum spittoon. Long live the champ!

SPEAKING OF SKIING.....

Pretty Iris Fleisher (Regional Council's Office) assumes one of her favorite positions during weekend skiing.

FOUND IN THE LOBBY.....

Three FAA lovelies of the Aviation Facilities Division look over FAA activities shown in headquarters lobby.

Left to Right, Virginia Cipolla, Ronnie McNamara and Irene Geisler.

VACANCY -- FAA/BABYLON EXPRESS.....

The "Second Century Babylon Express" has a vacancy in its ride pool. After more than four years Major Bill Hunt has changed his residence and will move to Hempstead. A camaraderie and exchange of ideas has been enjoyed very much and we will miss Bill. An immediate replacement is desired. In addition to Bill Hunt, the pool members whose aggregate government service total 114 years and 3 months are George Freitag, Jack Scully, Irv Mark and Lennie Alberici. Bill's leaving cuts our record down to 93 years. Is there someone who can help us make the century mark again?

SENIOR REGIONAL FLIGHT SURGEON (Cont'd)

frequently then heretofore, and without compromising aviation safety. Statistics bear this out in that they show no increase in the total number of airmen denied medical certificates, even though greater numbers of airmen are being examined each year. New information obtained through research in aviation medicine has actually enabled the medical standards to be lowered in several areas. The Civil Aero-Medical Research Institute of the FAA continues work with this goal in mind.

Many of our Designated Aviation Medical Examiners today are former Navy or Army flight surgeons, are pilots, and have a genuine interest in aviation safety. They display an interest and enthusiasm such as one finds in a hobbyist or a fire-buff. They are well trained and their basic philosophy is to give the airman a good examination and to help him to remain healthy and thus remain in the air.

WE POINT WITH PRIDE

BOSTON CENTER
A T C S
WALTER S. McCONNELL

On January 16, 1962, at approximately 2200 GMT, the Boston Center Watch Supervisor, SATCS E. C. Smith, received information from a Bomb Wing Command Post that a B-47 was over Front Royal, Va. and had lost his VHF and UHF transmitting frequencies, but was able to listen to 243.0 mcs. They further advised that the aircraft was proceeding to Pease AFB, via the Coyle, Idlewild, and Boston VORs; and that the flight was estimated over Boston at 2340 GMT, maintaining VFR On Top at flight level 340. SATCS Smith assigned ATCS Walter S. McConnell to provide any assistance to the aircraft he could.

Using the Boston estimate on the flight, ATCS McConnell estimated the time the flight should be over Idlewild. He set up a direct reader radar scope to cover the Idlewild area and scanned the scope for a fast-moving, northbound beacon target. At 2322 GMT, he observed a high-speed, beacon-equipped target approaching Idlewild. He transmitted on guard channel (243.0 mcs) and identified the target as the one he was searching for by having the pilot turn his transponder to the "Standby" position.

After establishing radar contact, ATCS McConnell then asked the pilot questions which could be answered yes or no, requesting the pilot to turn his transponder to "Standby" for a yes answer. By using this method, ATCS McConnell was able to determine the aircraft was VFR On Top at 23,500 feet and that the pilot would have to burn off fuel before he could land. ATCS McConnell assigned the flight an altitude of 23,000 feet and issued a clearance for the aircraft to shuttle between the Kennebunk VOR and Concord VOR to avoid losing the target over the antenna site at Boston.

The pilot was advised to expect approach clearance to Pease AFB at 0040 GMT and instructed to turn his transponder to "Standby" if it became necessary to make a penetration before that time. ATCS McConnell determined that the pilot could monitor other frequencies and changed to 351.4 mcs. The aircraft was flight followed, traffic advisories issued, and the weather and altimeter settings were given. At 0030 GMT, the pilot was asked if he was ready to start his penetration. The pilot indicated he was still too heavy to land and was given a revised time of 0140 GMT to expect approach clearance.

At 0130 GMT, the aircraft was observed breaking away from his assigned track and proceeding toward the Boston VOR, the navigational aid from which he would start his penetration. ATCS McConnell issued the Pease AFB weather, the altimeter settings, and the active runway. The flight was followed until it was eight miles out on final approach and then handed off to Pease Approach Control.

After landing, the pilot called the Boston Center to express his thanks. He said he had no idea such service could be given and was extremely grateful.

GPO 962197